

MILLER AND ALLEN DEBATE SHIP CANAL

N. Y. Governor Attacks Plan
to Finance Proposed \$252-
000,000 Project.

CALLS IT VISIONARY

Urges Real Expert Inquiry
and Pledges Support if
Proved Feasible.

ALLEN TELLS OF BENEFIT

Executives Clash Over Huge
Undertaking Before Rivers
and Harbors Congress.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., March 1, 1922.

Gov. Miller of New York made a
spectacular defense of the port of New
York as the center of American ship-
ping in a joint debate to-day with
Gov. Allen of Kansas over the pro-
posed St. Lawrence River ship chan-
nel.

Their clash, which continued for
two and a half hours, marked the day's
session of the annual convention of
the National Rivers and Harbors Con-
gress.

Gov. Miller riddled the arguments of
those who want the Government to
embark in the scheme of preparing the
way to send ocean shipping through
the St. Lawrence River into the great
lakes. Vigorously he ridiculed and at-
tacked on the grounds of being too
visionary the plan which he described
as an "effort to bring the Atlantic
Ocean to the center of the continent."

At times the audience, which filled the
main ballroom of the Willard Hotel,
stood up and cheered.

Gov. Miller waged his fight alone.

Gov. Allen, on the other hand, had the
support of H. H. Merrick of Chicago,
one of the leading advocates of the St.
Lawrence project and one time head of
the Mississippi Valley Association, which
is behind it. They divided their time,
taking a half hour each in presenting
arguments, for the channel, and were
followed by Gov. Miller, whose talk con-
sumed an hour. Gov. Allen took fifteen
minutes in rebuttal and Gov. Miller
seven minutes.

Suggests Thorough Inquiry.

"Let Congress provide for a new ex-
pert investigation of this subject, not
in a preliminary way but in a final
way, to determine the various factors
involved," said Gov. Miller. "Let ex-
perts—impartial experts, not the kind
that your Tidewater-Great Lakes Asso-

ciation called before the committee, not
the kind that know nothing but dis-
tances and averages; let them be im-
partial experts who understand these
factors."

"Appropriate \$1,000,000, appropriate
\$2,000,000, if you will. Appropriate any
sum, whatever is necessary to have a
most thorough investigation made, and
after all the facts are developed and
these facts indicate that this project is
feasible I pledge my support to it no
matter what it costs."

Mr. Merrick opened the debate with
a discussion of the economic aspects of
the proposed ship canal, declaring that
it would benefit 42,000,000 people of the
Middle West who had been suffering
from the effects of inadequate trans-
portation facilities. He declared the de-
pression of the last two years had been
due to lack of transportation, and said
the establishment of the ship canal
would go a long way toward restoring
conditions to a prosperous basis.

He indicated that sectionalism was be-
hind the opposition—sectionalism on the
part of New York, declaring that the
project had the indorsement of Presi-
dent Harding, the Government of Can-
ada, the International Joint Commission
and engineering experts on every hand.
He asserted that the opposition of New
York was based on two single points.
One of these, he said, was the assertion
that "it can't be done," and the other
that the port of New York would suffer.

Attacks New York Attitude.

The New York attitude, which he de-
scribed as "childish," he said was simi-
lar to the sentiment of the ancient
rhyme:

I do not like thee, Dr. Fell;
The reason why I cannot tell;
But this I know and know full well,
I do not like thee, Dr. Fell.

When Mr. Merrick had painted a
picture of how the enterprise would pay
for itself in fifty years, with a great
saving for the people of the United
States as well as for the people of New
York in the production of electric power,
the question of the argument was
continued by Gov. Allen.

"I had supposed that this whole mat-
ter was over," Gov. Allen began. "Presi-
dent Harding's indorsement of the pro-
posal, I imagined, finished it. However,
I guess the reason for this debate to-day
is that New York wants to talk some
more about it."

Gov. Allen devoted himself chiefly to
mentioning points of opposition to the
project, supply answers to each of them.
He charged that New York was offering
the barge canal as a substitute, and
added that the objection to the St. Law-
rence channel on the ground that it
would be closed to shipping for five win-
ter months each year applied equally to
it. He denied that Montreal would gain
chiefly, saying that the cities which
would benefit would be Chicago, Detroit,
Cleveland and other great lake ports.
He challenged the assertion that New
York would have to pay a larger portion
of the cost than any other State, its
taxes running 30 per cent. of the total.
"New York sits at the seat of cus-
toms collections," he said. "Her 10-
000,000 people are not more productive
than any 10,000,000 people of any other
part of the country. It's only her
quaint way of saying that she gets
more money than any other section."

Discredits Goethals Opinion.

Gov. Allen undertook to discredit the
statement made by Gen. Goethals that
the project was not feasible. Gen.
Goethals prefaced his disapproval, he
said, by the declaration that he "spoke
as a citizen of New York," and further
that he had not studied the question.
He declared that there was no reason
that the United States should not be-
come a partner with Canada in the
scheme, paying tribute to the long en-
dured friendship between the two. He
emphasized the statement of the In-
ternational Commission that the project

would cost \$252,000,000 to be shared
between the United States and Canada.
Gov. Miller had not entered the de-
bate as a resident of New York but
as a citizen of the United States, to dis-
cuss the merits of a tremendous under-
taking.

"There are two reasons why the Mid-
dle West has become so impatient for
this project that she uses the term
'sectional'." Gov. Miller said. "I want
to say now that there is no sectional
feeling in the State of New York on
this subject."

"Reference has been made to the
President's message yesterday to Con-
gress. That is a kind of a broadened
vision which he said had caused him
to have been suffering, however, for some
time in this country from the policies
of men who thought they were men of
vision."

"Now, I wish to discuss this subject
not from the imaginative standpoint,
but to paint pictures or to see visions,
but to consider the cold, hard facts.
Our friends say that is the matter to
be considered—the facts. And then
they start out with the assumption
which they say has been demonstrated
by the engineers and by the reports of
the International Joint Commission, that
this project will do what they claim for
it and that upon that assumption they
paint these pictures which Gov. Allen
has been painting."

Offers Use of Barge Canal.

"I hope we are not so provincial in
New York that we cannot understand
that anything that will serve the great
Middle West and help to develop its
great interests will also serve the State
of New York. And I want it under-
stood that the State of New York is not
afraid of what may happen to the port
of New York, nor is it afraid of com-
petition with the barge canal. We have
constructed the barge canal at an
enormous expense. You can use it if
you so see fit. If you do use it
it would not cost you anything because
New York maintains it at its own ex-
pense."

"Now, let us get down to facts. How
is this proposition to be financed? They
say that this gigantic project can be
undertaken even without involving the
slightest expense to the Federal Treas-
ury. Now, I say at the outset that the
question of financing this project in
the manner suggested has not been con-
sidered in any way that entitles the
name consideration to be given to it.
They say the waterpower will take care
of it, and I was glad to hear the ad-
mission from Gov. Allen that the State
of New York owns that water power,
as it is within the State of New York."

Gov. Miller entered upon a long dis-
cussion of the failure of the backers of
the project to take many of the funda-
mental aspects of the method of financ-
ing into consideration. The estimated
cost of \$252,000,000, he said, did not
contemplate the interest charges that
would be piling up in the ten or twenty
years it would take to complete the
channel.

"Now, I say that an engineering re-
port which omits to take account of an
item of cost of such large proportion is
impeached upon its face," he declared.
"They have not even considered in a
scientific way how they are going to
market this power that is going to
finance this project. Nobody has yet
said where their market would be. They
have said New England uses so much
power, steam and hydro-electric. New
York so much, and they have taken it
for granted that there won't be any
trouble in marketing this particular
power."

Gov. Miller produced figures to show
that the proposed channel of twenty-five
feet would be insufficient for a large per-

centage of the vessels ordinarily en-
gaged in ocean commerce to make their
way to the great lakes. He showed that
tremendous additional expense would be
required in the deepening of channels,
providing necessary terminals and of
adding to the railroad facilities.
"Gov. Allen says," he continued, "that
they are looking for an outlet to the
sea for 200,000,000 tons. That shows
something about his imagination. I call
to your attention the fact that the total
export and import tonnage of the United
States in the year 1920, a banner year,
was only 54,000,000 tons."

"Why is it that the port of New York
carries such a large percentage of the
foreign trade? And we are going to
spend \$500,000,000 and more if it is
necessary to make that port serve the
commerce of the country."

"One of the last things I did before
coming here was to sign a bill which
puts an end to disputes and the jeal-
ousies that have prevented the proper
development of that port. We are going
to begin not ten years from now, but
we have already begun. We want ship-
ping to go where it naturally should go."

"One other subject of investigation
has been entirely overlooked," the Gov-
ernor said, "which is probably the con-
trolling factor on the question of fea-
sibility. There are only four centers of
commerce in the world—New York, Lon-
don, Liverpool and Hamburg. How does
it happen that there are only four?
Reason: In transportation cost? No.
It is because the great machinery of
commerce, the great trade agencies, have
their centers in those four places from
which they radiate to all of the other
ports of the world."

"Merchandise will go thousands of
miles out of its way in order to reach
a center of distribution like Hamburg
or London or Liverpool or New York.
There is no reason to believe that the
lake ports would be able to establish
such centers of trade if the other At-
lantic ports, such as Philadelphia and
Baltimore, now are unable to do so."

Gov. Miller in rebuttal said that if
the channel improvement took twice the
amount estimated by the engineers it
would be well worth while to the people
of the middle West. He charged that
every argument advanced by Gov. Miller
had been advanced against the Man-
chester Canal at the time it was first
attempted, but that Manchester had
thrived and so had Liverpool, which
had been a leader in opposing it.

In Gov. Miller's reply he made the
point that the railroads, which already
were suffering, would suffer still more
if traffic were taken away from them
for seven months a year while the chan-
nel would be open. He asked what kind
of shape they would be in during the
other five months when the middle West
needed them.

Gov. Miller left Washington at 7
o'clock to-night for Albany. In his
party in Washington were William
Leary, secretary of the Port of New
York Authority; W. Ward Smith, sec-
retary; Louis J. Bunder of the Gov-
ernor's office staff; T. O. McGill and
R. A. C. Smith, formerly Dock Com-
missioner.

E. J. WENDELL BOOKS
BURNED AT HARVARD

Fire Destroys Also Next Two
Issues of 'Lampoon.'

Special Dispatch to THE NEW YORK HERALD.

CAMBRIDGE, Mass., March 1.—In a fire
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and books, a part of the collection made
by the late Evert J. Wendell of New
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several cases cannot be replaced. The
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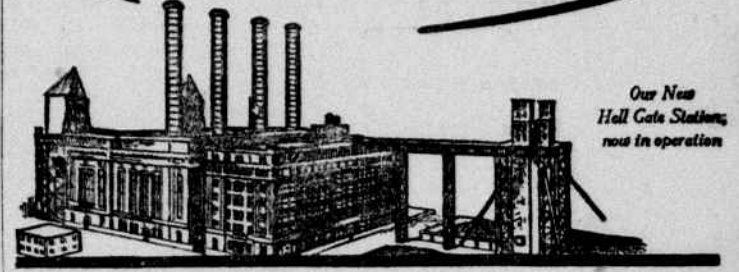
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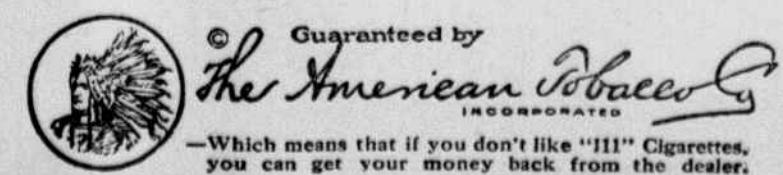
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